

OF THE

MILLIATENCENT AND TREASURER

OF THE

deleston de Atlanțic Rail Road,

TO HIS EXCELLENCY,

E. BROWN,

COV TRNOR,

OOTOBER 1, 1862

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ATLANTA, GA.:

THE OFFICE OF THE DAILY INTELLIGENCER.

1869

REPORTS

OF THE

SUPERINTENDENT AND TREASURER

OF THE

-Western & Atlantic Rail Road,

TO HIS EXCELLENCY,

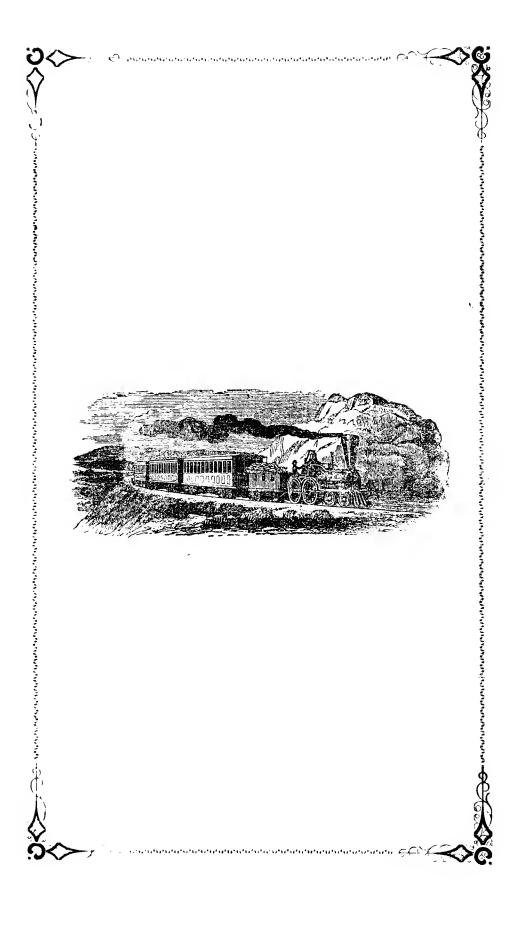
JOSEPH E. BROWN,

GOVERNOR,

OCTOBER 1, 1862

ATLANTA. (†A.:

PRINTED AT THE OFFICE OF THE DAILY INTELLIGENCER. 1862.



SUPERINTENDENT'S REPORT.

Office Sup't W. & A. Bail Boad,
Atlanta, Ga., Oct. 1, 1862.

To His Excellency, Joseph E. Brown:

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Sir:—Agreeable to law, I hereby transmit to you a statement of the operations of this Road for the fiscal year ending September 30th, 1862.

Nett profits,.....\$998,270 41 Out of this there have been paid the follow-

ing large amounts:

Into the State Treasury,. .\$440,000 00 For expenses incurred by my predecessor,. .\$32,304 96

For a more detailed account of expenditures, ordinary and extraordinary, see Table of our very efficient Principal Book-keeper, Mr. Owen Lynch, herewith transmitted.

The indebtedness of the Confederate Government to this Road up to the 30th September, 1862, the end of the fiscal year, amounted to \$577,864 78; and would have been embodied in the nett receipts of the Treasurer, had it been promptly paid. The payment, however, is expected at an early day.

The Treasurer's Report, and Financial Statement of the



Master of Transportation, will explain themselves, and doubtless prove satisfactory; both of which are herewith transmitted.

The past year's business has exceeded the most sanguine expectations of every one.

Indications at the beginning of the year did not fore-shadow great success; but seemed to portend a great diminution of the business of the Road, compared with preceding years.

Very soon after the commencement of the year, two of our most important bridges, across the Chickamauga river, were burned by the incendiary enemies of our country, subjecting us to heavy expenditures in having them rebuilt. In consequence of this disaster, by which Rail Road communication with Chattanooga was cut off, we were compelled to build a track a mile and a quarter in length, in order to connect with the East Tennessee and Georgia Rail Road. For the use of six and a half miles of their Road, for seven or eight weeks, while our bridges were being rebuilt, we were charged \$15,689-61; which amount is still unsettled.

If three thousand dollars, the annual amount paid by the Atlanta and West Point Rail Road, for the use of the Macon and Western Rail Road, from Atlanta to East Point—six miles, be a proper criterian by which to judge in such case, the amount to be paid by us is, in my opinion, exhorbitant and unjust.

The prospect became still more discouraging when the Memphis and Charleston and the Nashville and Chattanooga Rail Roads—two of the great feeders of this Road—were cut off. In addition to this, the corn and wheat crops for the past year have been almost an entire failure: also, the supplies necessary to the operations of the Road, already high, were constantly advancing in price.

Under these adverse circumstances, and notwithstanding the gloomy prospect at the beginning of the fiscal year, I take great pleasure in presenting what I consider a prosperous condition of the Road and its financial affairs.

Let it be remembered, that an unprecedented amount of transportation has been done for the Confederate Government, amounting to about half of the entire business of the Road, for the whole year.

This business has been done at the very low rates fixed by a Convention of Rail Road men, and a Government Officer; which rates were about half the usual prices; showing that this large sum has been made by doing a vast amount of transportation, working the Road to its utmost capacity, both night and day, during the greater portion of the year.

It is proper to remark, that, owing to the almost fabrilous prices of rail road supplies, and the advance in the price of labor, it was deemed advisable to increase the rates of freight and passage; other Roads having done so.

This Road being the property of the State of Georgia, and her eitizens having no other State property from which they can expect any income by which to be relieved of the burdensome taxes which they must necessarily pay; and as our own people contribute but a small proportion to the income of the Road, I think they have a right to expect that this magnificent work shall be so managed as to help them in time of need: hence some advances in freight and passage. Every exertion has been used to make this Road the great lever power by which the burdens of taxation might, in some measure, be removed, and the Road made to answer the great ends intended by the wise statesmen who originated it.

This year's heavy business has been done in extraordinary times, amid the excitement and confusion of war; but I am rejoiced to state, that it has been done promptly and safely, and with one exception, without loss of life, limb, or property.

The ease referred to, was a collision, caused by military interference; and the loss sustained by the Road, in this instance, should, I think, be paid by the Confederate Government.

The entire line of Road is in excellent condition. Mr.

M. H. Dooly, the efficient Supervisor, reports to me, that out of the eleven hundred tons of iron rails purchased by your Excellency, between four and five hundred tons have been laid down, and that the balance will be laid in six or eight months, if we can get spikes and chairs. The most of the heavy rails which have been, and are now being, taken up, are much worn, and before being used again, will have to be re-rolled. This being done, there will be enough to supply the requirements of the Road for several years.

In consequence of the great scarcity of labor, caused by the war, we have not been able to keep an abundant supply of either wood or cross-ties ahead; a great many cross-ties having been laid down within the past few months. I think, however, that we will be able to obtain ample supplies of both.

Under the present Conscription Law, if the necessary number of rail road hands cannot be detailed, our only resource will be to employ negroes to keep up the track, and to do much of the mechanical work.

The bridges on the whole line of Road are in a good and safe condition, having recently been thoroughly overhauled, and new tressels put up, where necessary.

Ample arrangements have been made to procure a sufficient supply of lumber to repair all the depot platforms. This work would have been done earlier, had it not been for the difficulty of obtaining lumber. These repairs are now being made.

Our Rolling Stock of every description has been terribly cut up and much abused, and in many cases almost ruined, in the transportation of troops. Notwithstanding these abuses, and the great destruction of property, there are palliating circumstances, which should be stated.—We are required to transport our gallant soldiers in great numbers, and in great haste. Close box cars were used principally, and the weather being very warm, in order to get fresh air, and prevent suffering, they cut the cars to pieces. Many also rode on the tops of the cars, thereby tearing loose, and

wearing out the tin covering, which cannot now be replaced. Our cars have been pressed by the military authorities, and taken on other roads.

We have lost 180 cars; many of which are on the Mobile and Ohio Rail Road, in Mississippi, and other Roads. These are lost beyond recovery, until we have connection with these Roads. Doubtless many are destroyed, and never can be recovered. I trust the Confederate Government will, at the proper time, make good these losses to the Road.

Up to this time, we have been able to keep our motive power in good running order; but the difficulty of getting supplies for our Engine and Machine Shops, of the various kinds absolutely necessary, is now being seriously felt.

For a more satisfactory account of the condition of our motive power, and the capacity, operations, &c., of each engine, I refer you to the very elaborate report of our efficient Master Machinist, Mr. John H. Flynn, herewith transmitted

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The Committee appointed by the House of Representa tives, at its last session, to examine into the condition of the Road, have performed that duty. Their investigation was a very thorough one, and their labors ardnous. Their Report will, doubtless, throw much light on the condition of the Road, its management, &c., such as I could not give in this Annual Report. It was gratifying to me that such an examination mas made, and will, I trust, be also to the citizens of the State, on their seeing the Report of the Committee.

The labor of the officers and hands on the Road has, during the greater portion of the year, been unusually heavy. They have worked almost night and day for months together; and the successful management of the Road is owing, in a great measure, to the energy and faithfulness with which they have performed their arduous duties. For the great assistance thus rendered me by both officers and laborers, I return my sincere thanks.

Having been authorized by an Act of the last Legislature to issue change bills, and, as Superintendent, sign the same, I entered upon the performance of that duty, and found that

it would consume the greater portion of my time, and that by reason of such employment, I could not attend to the more important requirements of the Road. I stated these facts to your Excellency; whereupon, by your order, I employed William Gresham to sign the bills for me; which duty he performed neatly and satisfactorily. For the proper understanding of that branch of the business, I refer you to the Report of Mr. William Grisham, which is herewith transmitted.

Should the Legislafure deem it proper to continue the issning of change bills by the Road, I respectfully suggest the propriety of the passage of an Act authorizing the issue of bills of the denomination of \$2, \$5, and \$10, in addition to the authority already given. This would save an immense amount of labor in signing bills, answer a most excellent purpose in making change for the payment of the employees of the Road, and become a good and safe circulating medium—probably the best in the country. I think, also, that the issue of each denomination should be properly limited, as heretofore.

During the short time I have been connected with this Road, I am more firmly fixed in the opinion, which I have long entertained, that it is the greatest State investment in this Government, and that, under proper management, it becomes an inestimable blessing to every citizen of our great State, and that it will be a lasting monument to the wise and good men who originated the great work.

Respectfully submitted,

JOHN S. ROWLAND, Sup't.

The Gross Earnings from Sep. 30, 1861 to Sep. 30, 1862, \$78,568 76 The Working Expenses, (see table,)	\$380,831	79 38
Nett profits from the business of the present year,	.\$998,270	41
Amount paid into the State Treasury,	. \$440,000	00
There has been paid since September 30, 1861, expenses incurred under former Administration,	\$32,304	96
The above amount of working expenses includes the amount paid for new rail road iron, spikes, &c.,	\$63,420	98

EARNINGS

OF THE

WESTERN & ATLANTIC RAIL ROAD,

FOR THE YEAR ENDING SEPTEMBER 30, 1862.

MONTHS.	From Freight.	From Pass, and Trans. of Troops and Baggage.	From Mails.	From Miscellan	Тотаь.
Остов., 1861,	\$40,680 2	3 25,962 45	1,437 50	281 5	
NOVEM., "	45,146 9	7 23,509 78	-1,437 50	164 1	0 70,258 3
DECEM, "	70,525 8	8 21,751 39	1,437 50	1,579 3	0 95,294 0
JAN., 1862.	69,051 8	9 21,584 97	1,437 50	1,677 5	2 93,751 3
FEBR., "	60,264 8		1,437 50	104 1	0 92,676 4
MARCH, \ "	56,935 4	8 59,961 40	1,437 50	1,024 6	4 119,359 0
APRIL, "	44,797 4	5 59,843 35	1,437 50	523 0	5 106,601 3
MAY, "	39,437 9	9 53,531 11	1,437 50	4,355 9	8 98,782 5
JUNE, "	30,079 9	6 68,512 08	1,437 50	2,260 9	4 103,290 4
July' "	37,605 7	4 138,134 64	1,437 50		
AUGUST, "	37.974 8	3, 168,305 25	1,437 50	715 4	0 208,432 9
SEPTEM., "	39,105 6		1,437 50	25,758 4	2 140,811 8
Тотац,	571,605 4	1 746,497 73	17,250 00	43,748 6	5 1,379,101 7

Treasurer's Report.

TREASURER'S OFFICE, W & A. R. R., ATLANTA, GA., OCTOBER, 1862.

HIS EXCELLENCY, JOSEPH E. BROWN,

Milledgeville, Georgia:

S_{IR}:—Herewith, I hand you a statement showing the entire annual receipts and disbursements of the Treasury, for the fiscal year ending September 30th, 1862.

RECEIPTS.

Cash balance on hand September 30th, 186t,	\$ 63,091 301,669 729,523 89,062 41,284 1,062 34,103 18,743	46 43 20 28 97 47
	\$1,278,541	01
DISBURSEMENTS. Paid Expenses incurred prior to September 30, 1861 for year ending September 30, 1862, (including \$62,42 500 for iron rails, and freight from Sayannah	, , , , , , , , , , , , , , , , , , , ,	01
on same,) Paid Renairs of Buildings, prior to 30th September, 1861, for year ending 30th Sept., 1862, Bonds of Road due 1st January, 1862, Coupons, Other Roads Paper, Printing, and Clerk's Hire for Change Bills, Captain John Jones, State Treasurer, Ba ance cash on hand 30th Septamber, 1862,	378,568 242 2,262 20,000 735 219,974 1,461 440,000 183,233	95 62 00 00 67 40 00
	\$1,278,541	01

Respectfully submitted,

BEN. MAY,

TREASURER.

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FINANCIAL STATEMENT,

FOR THE FISCAL YEAR ENDING SEPTEMBER 30TH, 1862.

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Cash in Treasurer's hands, September 30th, 1861,	\$ 63,091 30
Balance due by Confederate States, September 30th, 1861,	12,592 38
" " Post Office Den't II S Sep 30th 1861	9,138 59
" " Post Office Dep't U. S., Sep. 30th, 1861, " " " C. S. A., Sep. 30th, 1861,	4,328 30
" " former Agents, September 30th, 1861,"	44,910 17
" " Agents, September 30th, 1861,	14,659 17
" " connecting Roads, September 30th, 1861,	72,556 23
Bills Receivable, (Notes,) September 30th, 1861,	3,654 83
Due connecting Roads, September 30th, 1862,	52,981 41
" Agents	137 41
" Agents, Post Office Department C. S. A.,	12,525 17
Issue of Change Bills,	89,062 20
Issue of Change Bills,	1,379,101 79
	A 1 750 700 05
	\$ 1,758,739 05
0 0 1001 0 1000	
Paid Expenses from Sep. 30, 1861 to Sep. 30, 1862	\$ 410,630 77
Paid Expenses from Sep. 30, 1861 to Sep. 30, 1862,	
" Repairs of Buildings,	\$ 410,630 77 2,505 57 20,735 00
Repairs of Buildings, Bonds Redeemed, and Coupons,	2,505 57 20,735 00
" Repairs of Buildings, " Bonds Redeemed, and Coupons, " State Treasurer,	2,505 57 20,735 00 440,000 00
" Repairs of Buildings, " Bonds Redeemed, and Coupons, " State Treasurer, Balance due other Roads, September 30th, 1861,	2,505 57 20,735 00 440,000 00 18,855 89
" Repairs of Buildings, " Bonds Redeemed, and Coupons, " State Treasurer, Balance due other Roads, September 30th, 1861, " by former Agents, September 30th, 1862,	2,505 57 20,735 00 440,000 00 18,855 89
" Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, " by former Agents, September 30th, 1862, " "Agents,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18
" Repairs of Buildings, " Bonds Redeemed, and Coupons, " State Treasurer, Balance due other Roads, September 30th, 1861, " by former Agents, September 30th, 1862, " " Agents, " " other Roads,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81
" Repairs of Buildings, " Bonds Redeemed, and Coupons, " State Treasurer, Balance due other Roads, September 30th, 1861, " by former Agents, September 30th, 1862, " " Agents, " " other Roads, " " Post Office Department U. S,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25
"Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, "by former Agents, September 30th, 1862, "Agents, "cother Roads, "ender Roads,.	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25 8,075 62 3,654 83 577,864 78
"Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, "by former Agents, September 30th, 1862, "Agents, "other Roads, "Other Roads, "Post Office Department U.S., Bills Receivable, (Notes on Hand,). Balance due by Confederate States, Paid for Note Paper and signing Change Bills,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25 8,075 62 3,654 83 577,864 78 1,461 40
"Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, "by former Agents, September 30th, 1862, "Agents, "other Roads, "Other Roads, "Post Office Department U.S., Bills Receivable, (Notes on Hand,). Balance due by Confederate States, Paid for Note Paper and signing Change Bills,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25 8,075 62 3,654 83 577,864 78 1,461 40
"Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, "by former Agents, September 30th, 1862, "Agents, "cother Roads, "ender Roads,.	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25 8,075 62 3,654 83 577,864 78 1,461 40 3,761 35
"Repairs of Buildings, "Bonds Redeemed, and Coupons, "State Treasurer, Balance due other Roads, September 30th, 1861, "by former Agents, September 30th, 1862, "Agents, "Agents, "Other Roads, "Other Roads, "Post Office Department U.S Bills Receivable, (Notes on Hand,) Balance due by Confederate States, Paid for Note Paper and signing Change Bills, "Contingent Account of former Chattanooga Agent,	2,505 57 20,735 00 440,000 00 18,855 89 44,100 18 13,261 81 30,598 25 8,075 62 3,654 83 577,864 78 1,461 40 3,761 35

O. LYNCH, Book-Keeper.

THE PROPERTY OF THE PROPERTY O

Showing Earnings from Freight Received at each Station, and Delivered to Connecting Roads.

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	186	-		:				Ì	18	362.			
STATIONS.	October.	Nov.	Dec.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Te tal.
Received at Atlanta-	\$4,196, 35	4,577 04	10,132	12,243 40	9,508 58		6,135		6.841	6.935	1 .	1 "	1 8
Marietta	_		1,678				858		1,285	1.045			
Acworth			3 5				rc FC		62	œ		_	20
" Allatoona		_	158				č		3.5	G F-			
" Etowah		-	1867				8 8		3 5	2 1			
" Cartersville		-	396 07	188	304 05		70 000	26	10 10	300	252 41	1,010 4	
Cass	-	_	500				3 2		- G	2 6			
" Kingston	-	-	25				# E		148	, e			
Adairsville	-	-	116	-			7 1		20,	2.0		_	
Calhoun		-	1110				N Î	-	4:	71 (_		
". Resacra	-		2.9				2		141	S			
. Tilton	_		9 6				4.		18	Ġ.			
" " Dalton		•	80				ေ	-	74	16			
" Thursel Hill	_	4 .	#;				482	_	318	245			
" " Pirangla			149	-			3		99	9			
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Delivered to Rome Kan Road			-		-		3		803	6.10			
F. T. 8nd G. R. B.		-					2.556		1.228	1.967			
N. 200 C. K. K.		22	341	.168			<u>?:</u>			-			89
A. and C. K. K.	8,690 89	5,543 48	6,486 75	2.579 72	2,873 02		955					•	9
Georgia Kali Koad.		68	186,	170			8,011		2.987	3.019	_		\$
31. SAIQ W. K. K.		5	446	312	857		4,917		1,119	1,085			101
" " " " K. K. K.		3	8	405			2,906		396	800			15
		816	. 165	919	143		14,309		11 757	16.867			E
Downing for State of Georgia.			410,	808	812		86		<u> </u>	43			15
received from South, Expr. Co	1,500 00	_	150		_	750 00	150	00 021	150 00	3,010 00	750 00	5,520 00	18,743 90
TOTAL	40,680 23	45,146 97	70.525 88	69.051 39	60 943 85	56 925 48	44 707 45	80 457 00	80 070 08	97 602 74	1	40.4	١
								00,30	00,00	00,10	00 #16,10	to cortee	911,000 41

EXPENSES

OF WORKING AND MAINTAINING THE ROAD,

From September 30, 1861, to September 30, 1862.

On Account of				For Pres Administr		Тотль.
Transportation: For Stationery and Printing, " Loss and Damage, " Stock killed, " Wages of Train-hands, Laborers, and Watehmen,	%	91 205 505 2,682	75 00	2,110 6,358	71 55	. ,
" Wages of Agents, Clerks & Conductors," Mails,		4,313 63	15	, i	09	
MOTIVE POWER. For Water Stations, " Wood, " Oil and Tallow, " Materials, " Wages of Machinists, Engineers, and Firemen,	*	7,860 482 1,660 338 1,237 5,304	37 50 51 05	\$ 4,237 131,448 8,072 8,014	46 71 00 67	٠٠ اديق.
Maintenance of Way. For Wages of Supervisor & Laborers,	\$	9,023 5,056 62 215 872 4,714 153	72 88 57 20 38	\$ 53,168 314 13,84' 9,869 63,420	3 70 5 99 7 50 1 15	
MAINTENANCE OF CARS. For Labor " Materials, " Oil and Tallow,	*	1,194 1,077 562	55 58 30	7,590	3 77) 10 5 70	
GENERAL EXPENSES. For Salaries of Superintendent Treasurer, Auditor, and Law Expenses,		`±.5		\$ 27,068 5 \$ 6,47		
Total,	. \$	32,060	01	\$278,569	3 76	\$410,630 77

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OWEN LYNCH, Book-keeper.

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EXPENSES

FOR DEPOT BUILDINGS, &C.,

From September 30th, 1861, to September 30th, 1862.

On Account of				For Present Administr'n.				Тот	AL.	
DEPOT BUILDINGS: For Ag'ts, Fr't, and Div. Houses, "Tanks, Wells & W'd Sheds,		242	95	\$ 2	,254 8	62	1			
	\$	242	95	\$ 2	,262	62	*	2,5	05	57
For Right of Way,								Î		4
For Bonds redeemed, & Coup'ns,	\$20	0,735	00				\$	20,7	35	00
Total,	\$20),977	95	\$2,	2262	62	\$	23,2	40	57
RECAPITULATION OF PAYMENTS MADE BY TREASURER. For Working Expenses, &c., " Depot Buildings, " Bonds redeemed & Coupons " Balance to other Roads " Expenses on Change Bills, To State Treasurer,	*32 20	2,062 242),735 3,374	95 00	206	,568 ,262 ,599 ,461 ,000	62 69 40				
Total,	\$66	,414	94	\$1,028	,892	47	\$1 ,	095,3	07	41

Western & Atlantic B. B. Bank Beport.

To John S. Rowsand. Superintendent of the W & A. R. R.:

Sin:—Below I hand you a statement of the number and amount of Change Bills issued, with an account, so far as ascertained, of their cost, from the beginning of January last to the 1st instant; of which you signed 26,010, of the value of \$8,556 10, before I commenced signing, which are included in the annexed table.

106,132 72,126 25,332 17,820	** 6. 66	Fifty Cents, Twenty-five Ten Cents, Five Cents,	Cent	8,	 2,533 891	50 20 00
235,950	Bills,	amounting to.	•••	• • • •	 \$89,062	20

Expenses:-Paid for Paper, Printing, and Clerk Hire, \$1,461 40

Respectfully submitted,

WM. GRISHAM.

OCTOBER 1, 1862.

TABLE,

Showing the Principal Prouplet Shipped from each Station for the year anding September 30th, 1562.

Pound Pound Of Molasses Paper and Sundries		124090		409765		164325	83658	2012	. 67116	4164110		32544196	87977807
	1.23736 (522~23		-		- ,		i io						4372 468030 854525 95077 4670 17748 28409 5522823 87977907
Po'ds of Mar- ble.	98186	4678									*		58409
Bols. of Beef and Pork.	<u> </u>		5		27	3				268		19461	17943
d'es of nes ics.	1881,66508	~,						8 8					4670
Po'd		15		-		11456	101	1958			149921 87419		5 9507
Pou'ds of Cop'es											14992	10460	85452
Doz. C'ils Bush's Pou'ds Po'ds of of of Eggs. R'pe Coal. Cop'er L'li'r.										59600		2192 439340 104604	468030
C'ils of R'pe	1202										139	2192	4372
Dozs. of Eggs.	#				300		9255		50		2432		12121
No. of Hogs and Base'p	33	11	345	96	3	1-0	4	1133		10360	360	1920	15747
	51.53		266 292	t-	6 3	0100		0	Ç1	611 [5129	672	477	11349
Bbls Car'e of Hor's W'y and Mul's	17.0	<u></u>		45			32	38	-	1611	100	5235	1398
Feet of Lu'b'r			639400	٠.	,	109402							748702
	:3		3.	Ē	35	6	38	405	-	1407	12984	9889	21824
Bbls. Sacks of of Flour Flour	4140 469 885	1366	171 6997	2029	118	31	0.0	1892	10.5	8189	35823 25451	2060	65616
Bbls. of Flour	4658 7928	4787 8	451	9		000	3 10		g.	2882	35523	2212	60375
Pou'ds of Cas'gs	50.54	5890 206102	11349		36390	10000	100	_	1152				361253
Pounds of Pig Iron.	719000	\$1534 5890 4711 5040000:206102								25600	706820	1351692	7836112
Pounds Pounds Pou'ds Bbls. Sacks Bales of Of Of Of Of Of Sar. Flour Flour Hay. Iron. Tron.		-			55	-					60753		9 1857748 7836112 361253 60875 65616 21594 748702 7398 11349 15747 12121
Bush nf Lime			12320										20019
Pounds Bacon Butter Lard & Tallow.	501924 91387 890	5676	17776	97515	91050	13963	52046	366828	22792	4196842	5890921	8830472	2938 205058 29908T 61664 21195151 5001
B.h.s Fot s Rye P's & Oats	1897	1	202	1613.	S13	200	2545	4098	£,	14591		3351	1664
Ensh's-I	1403 5101	75 92957	15575	23269	6 2 3 3 3 3 3 3 3 3 3 3	2436	9974 9974	17333	1668 1668		62266 14996	55764 13351	29908T
Bush's of Corn and Meal.	5851 8238 8238	955	6608 830 8008	5651	18755	1808	11950	31010	1367 9045	11167	21578	23351	205058
Bales of Cot'n	25 8	% 0	808	r- 0	まる	9	9 50			515	155	34	2938
	Marietta Acworth	Etowah Cartersville	Cass Kingston	Adairsville	Resaca	Tilton	Tunnel Hill	Ringgold	Johnson Chickam'ra	Chattanooga	RTAGRE	N &CRR	Total

Nore.-All Freight Züpped from N. & C. R. R., is Transhipped at Chattanooga by Chatkanooga Agent, and Freight from E. T. & G. R. R., is Transhipped at Dalton by Dalton Agent.

LOCOMOTI

Giving the Names and Character of Engines; when put we Cost of Repairs; No. of Miles Run; with the No. of Tallow and Waste; Cars hauled; for

	WHEN PUT			CHAR.	OF
NAMES OF ENGINE	St TPON	BY WHOM BUILT.	USE.	CYLINO	ERS.
	THE ROAD.			Dia.	Str
	THE ROAD.	r .		Inch	- 1
YOXAH -	An'l 1519	Rogers, Ketchum & Grosvenor	Kreight -	12	187
TOCCOA			1 1015111	12	24
WALDEN	May 1850	M. W. Baldwin.	Switching.	12	$\tilde{18}^{i}$
KENNESAW		Regers, Ketchum & Gresvenor		12	- 501
CHATTAHOOCHEI	L. Dec. 1851	M. W. Baldwin.	Switching.	1316	22
CARRAHEE		16 46	Freight.	131	221
ETOWAII		Norris & Brothers.	%	12	24
LOOK OUT			B. A. R. R.		24
COOSAWATTEE		• "	Freight.	12	24
NORTH CAROLIN		M. W. Baldwin.	1 14	13×1	22
JACK MORGAN	. Dec. 1852			15	24
SOUTH CAROLINA		M. W. Baldwin.	"	1337	24
INDIANA				1514	24
NEW HAMPSHIRE]	Amoskeog Manufacturing Co.	Switching.	13	24
FENNSYLVANIA.		Norris & Brothers.	Freight.	, 13 T	24
GEORCIA	Jun. 1853	"		13	24
LOUISIANA		**	46	13	24
MAZEPPA		Rogers, Ketchum & Grosvenor	Passenger.	12	20
CORSAIR		~ · · · · · · · · · · · · · · · · · · ·	" "	12	20
NEW YORK	"	" "	Freight.	13	24
FLYING NELLY	Mc h 1853	Anderson & Souther.	Switching.	131/4	221
JOEL CRAWFORD	Jan. 1854	Rogers, Ketchum & Grosvenor	Passenger.	12	201
GAZELLE	Feb. 1855		" "	13	20
GOV+RNOR		" ":	Freight,	15	24
PRESIDENT	Nov. 1855		**	15	22
VIRGINIA	Dec. 1855	Danforth, Cooke & Co.	Passenger.	14	22
GENERAL	Jan. 1856	Rogers, Ketchum & Grosvenoi	Freight.	15	32
JOE BROWN	Teb. 1856	Rebuilt by W. & A. R. R.	• •	15	24
SENATOR	[Ap'l 1856	Regers, Ketchum & Grosvenor	1	1.5	22
CHIEFTAIN			"	15	22
J. W. LEWIS	• •	M. W. Paldwin & Co.	**	15	4
NICKAJACK		panforth, Cool e & Co.		15	22
ENTERPRISE		Nerris & Erothers.		15	34
COMMERCE		T		15	24
		Danforth, Cooke & Co.	Passenger.	18 📈	12
KENTUCKY			Freight.	15	25
TEXAS				15	22
DISPATCH	• •	N. W. D. Linder & Co.	Passenger.	1332	22
		M. W. Baldwin & Co.	Freight.	15	54
CHICKASAW				15	24
TXCEL		Paranel Lougn ating Warles		15	24
CATOGSA	• • •	Rogers' Locomotive Works.	1.	14	$\frac{22}{22}$
SWIFTSURE			Passenger.	1314	22
CONOSEKN		"	Freight.	14	$\frac{1}{2}$
OTONEWALL	Sen 1960	Western & Atlantic Railroad.		1814	22
	. Бер. 1000	restern & Atlantic Balloan,		10/9	
Repairs of	Engines		$975 \ 08$		

. \$16,975 08 542,253 14,403

TABLE,

on the Road; by whom Built; Use; Present Condition, Miles run to Cord-of Wood; Gals. of Oil, Lbs of Miles rending September 30th, 1862.

7 A S	-		-				-				
INES.		•	60	ST	NO. OF					1	
CEDE 2	PRE	SENT	i		Į.	NO. (F MIL	es run	OT	CARS HA	
- 305 C	OND	ITION	0		MILES					CAMS HA	CURD.
			REF	'RS	RUN.	CORD OF	GAL OF	LB. OF	LB. OF	i	
ft in	1.					WOOD.				Loaded.	Em.
5 Ne	eding	Repairs.	: 31	47	7,200		,				
		Order.	199		14,888	391/3	275%	74	1283	924	470
5	44	"	116		7,929	40%	94%	128	214 1/3	Not Kept.	N't k't
4 6	44		143		5,598	34	13934	591/4	72%	" Kept.	44
4 6	. 44	"	52	00	7,132	391/2	2371/3	-6633	106%	46 44	44
4 6	"	"	127		5,866	293	18934	541/3	130%		66
4 6	44	"	1224	70	13,121	41	2383	643	1221	903	34
4 6	44	44		S5.	,		20072	, 02/3	122/2	1 409	0.1
4.6	44		135	62	6,195	301/3	2061	641/2	147%	447	203
4 6 N	eding	Repairs.			,	, ,		/*			
	Good	Order.	910	90	9,612	33	274%	74	145%	871	336
4 6	44	"	SS	25	11,237	3634	208	104	178%	220	88
4 6	"	"	370	25	9,638	59	4011	535	459	Not Kept.	N't k't
4 6	46.	£4	185	27	14,210	45	3641	84%	268		66
¥ 6	"	"	162	03		32%	2573	7114	1461/3	1324	523
4 6	66	44	1348	27	3,480	371/2	2481/2	50	109	223	161
4 6 Ne	eding	Repairs.	122	07	15,285	2734	2631	63%	1211/3	1216	851
5 in	Good	Order.	51	4:	9.724	5913	256	7414	120	476	24
5	44	44	191	15	4,652	76	27236	721/3	811/4	197	i
4 6 Ne	eeding	Repairs.	157	70		41	264	7034	125	1434	556
		Order.	73	87	7,928	413/	1841/3	87	149%	Not Kept.	N'tk't
5	**	"	133	20	22,214	541/2	267%	80	1351/2	1064	111
5	44	"	389	50		$56\frac{1}{2}$	2792	80%	145	497	12
5.5	. 44	44	: 66	60	20,302	$32\frac{1}{2}$	282	70	144	2181	916
	Shop	for rep'rs.	897	10	4,073	36%	236	60	$123\frac{1}{3}$	477	147
5 In		Order.	109	773	8,166	39	220%	571/2	118	491	i
接種	"	**	229	75	29,692	3714	316	8434	170%	2346	547
T to	44	44	1809	203	1,716	30	107	241/2	61 1/3	203	77
.5	"	**	463	15	8,166	29	227	61	125%	718	516
W 60	"	٠٠.	821		2,152	33	1791	4634	86	238	102
	buildi		517		1		l				
		Order.	522		20,680	31	275%	501/2	$125\frac{2}{3}$	2810	1658
. 4	**		509		14,041	2814	218	571/2	1291/2	1463	726
5		46	483		10,974	271/s	260	6814	132	1112	624
- Our	"	"	101		138	69	1		}	4	
5	- 44	**	462	07	10,702	31	$267\frac{1}{2}$	711/3	153	1016	694
2.5	44	44	137	90	14,880	321/3	270%	6814	144%	1319	1052
5	"	**			24,600	511/2	319 3	941/4	1041/3	1230	000
5	"	66			16,258	27	$451 \frac{1}{2}$	651/2	$135 \frac{1}{2}$	1778	838
5	"		605	08	10,780	271/2	2391/	59	134%	1249	567
5 In		for rep'rs.	801	37	18,867	30%	22423	591/2	115	1902	1150
		Order.			21,786	38	283	82	159-	1493	445
5 12.		"			32,384	5614	24516	82%	157	1574	18
		Repairs.			28,342	33%	28014	771/3	$151\frac{1}{2}$	2086	537
	Good	Order.			10,556	33 4	251 13	65	1351/3	879	190
4 6			57	18	11 ,2 08∤	3723	3731/2	69	13314	1011	428

JOHN H. FLYNN,

Master Machinist, Western & Atlantic Rail Road.

